

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application: Please amend claims 5 & 8 as follows.

**Listing of Claims:**

Claim 1 (previously amended): An electromagnetic friction clutch (1; 20) in a drive train connecting a drive motor and a vehicle door selectively driven by the drive motor between open and closed positions the clutch comprising:

a rotor part (4) provided with a friction lining (2) and drivingly connected to a first shaft (3) so as to rotate therewith;

an electric coil (6) arranged on a side of the rotor part (4) facing away from the friction lining (2), and

an armature disk (10) drivingly connected to a second shaft (9) so as to rotate therewith axially movable relative to the second shaft (9);

at least one permanent magnet (15) arranged on the rotor part (4), the at least one permanent magnet (15) having a magnetic force such that, the armature disk (10) is pressed against the friction lining (2) of the rotor part (4) with a friction force which is high enough for the vehicle door to remain securely in the open position assumed when the electric coil (6) is not energized and such that, during subsequent manual operation of the vehicle door, the frictional connection between armature disk (10) and friction lining (2) can be overcome.

Claim 2 (previously amended): The clutch as claimed in claim 1, further including at least one resilient element (21) biasing the armature disk (10) toward the rotor part (4) in such a way that, when the electric coil (6) is not energized, the armature disk (10) is pressed by the permanent magnet (15) and the resilient element (21) against the friction lining (2) of the rotor part (4) with a force which is high enough for the vehicle door to remain securely in the respective position assumed when the clutch (4; 20) is disengaged and, during subsequent manual operation of the vehicle door, the frictional connection between armature disk (10) and friction lining (2) can be overcome.

Claim 3 (previously amended): The clutch as claimed in claim 2, wherein the resilient element (21) is one of a compression spring, a disk spring, a corrugated disk and a rubber buffer.

Claim 4 (previously amended): The clutch as claimed in claim 1, wherein the second shaft (9) is drivingly connected on the outside to an armature disk carrier (11) so as to rotate therewith, the armature disk carrier (11) comprises axial guide parts (12) which engage [[in] corresponding groove-like recesses (13) in the armature disk (10).

Claim 5 (currently amended): The clutch as claimed in claim 4 [[2]], wherein one of the second shaft (9) and the armature disk carrier (11) contains at least one open blind drilled hole

(22) on the side facing the armature disk (10) in order to accommodate the at least one resilient element (21).

Claim 6 (previously amended): The clutch as claimed in claim 1, wherein, on its side facing away from the friction lining (2), the rotor part (4) has a recess (5) in which the coil (6) is at least partly arranged.

Claim 7 (previously amended): The clutch as claimed in claim 1, wherein the coil (6) is fixed to the rotor part (4).

Claim 8 (currently amended): The clutch as claimed in claim 4 [[1]], wherein, on its side facing the rotor part (4), the armature disk carrier (11) has an annular sealing lip (14) completely covering the friction lining (2) of the rotor part (4).

Claim 9 (previously amended): The clutch as claimed in claim 1, wherein, in order to engage the clutch (1; 20), an electric current is applied to the electric coil (6) for creating a magnetic field oriented in the same direction as the magnetic field of the permanent magnet (15), so that the armature disk (10) is pressed firmly against the friction lining (2) of the rotor part (4), and wherein, in order to disengage the clutch (1; 20), the electric current is applied to the electric coil (6) for creating a magnetic field oriented in the opposite direction to the magnetic field of the

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permanent magnet (15), so that the armature disk (10) is not pressed or pressed only loosely against the friction lining (2) of the rotor part (4).

Claim 10 (previously amended): The clutch as claimed in claim 9, wherein the electric current applied to the electric coil (6) has a value dependent on the respective position of the vehicle door.